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The Daily Press.

HONGKONG, APRIL 3RD, 1913.

A recent Resolution on Education by the Government of India begins with the statement that "the defects of the Educational systems in India are well known and need not be stated." This is an observation equally applicable to the Educational system in Hongkong, but the business of the Government here, as in India, is, if possible, to remedy those defects, and in the belief that any suggestions that may be offered on the subject will be welcomed by the Government, we published recently a contributed article which appeared to embody some useful advice and to-day we print another. It does not, however, touch upon an important phase of the subject which we consider calls urgently for consideration. We refer to the Oxford Local Examinations. This year a record number of entries for these Examinations has been received, the number exceeding 400. The fees for this year's entries must amount to considerably over \$4,000. Here is a sum of money which every year leaves the Colony and brings little in return. For it must be remembered that only a very small percentage of boys who are eligible really do enter for these examinations. In one school where the roll each year exceeds 600, the average yearly entry for such examinations falls short of 20. Of the boys in the classes that do nothing but prepare for the Oxford Examinations, not more than one-third of the students put themselves forward for examination. The reason

for this is obvious when we consider that the examination fee for a Preliminary Certificate is \$7.25 and that for the Junior and the Senior \$13.25. It is not that the students cannot find the amount; it is rather that they are unwilling to throw away money for a certificate which they recognise to be valueless. For the truth is, that an Oxford Certificate is practically useless to a Hongkong boy. There is a choice of some thirty subjects in the examinations, and a certificate is given if a candidate passes in five out of the thirty subjects. If the five subjects were chosen with a view to doing the best for the education of the student, the certificate would be of some little value. But the subjects chosen are those which will give the student an easy pass, regardless of the value of the course of study which would help the boy to earn his living or in any way benefit him in after life. In some schools—and these not Church schools—the students take Religious Knowledge as a subject, not we understand, that they may admire the Bible or derive good from it, but plainly and frankly to secure an easy pass. That great defect of an educational system, the leakage of pupils, is traceable in this Colony to the Oxford Local Examinations. Each year hundreds of beginners enter the lowest classes of the schools here, yet the numbers in the highest class may not exceed half-a-dozen. Every school loses hundreds of pupils every year who have not proceeded beyond the most elementary classes. They stay for a few years and then disappear. Why? Because they now see to what their education is leading. Everything points to Oxford Examinations and the pupil himself is sacrificed. If he leaves school now he saves both time and money. If he stays on and does not enter for the Oxford Examinations, then he is openly neglected. The teacher must give extra attention to the Oxford candidates. What is more natural than for him to give all his energy to these candidates and to neglect those who do not contemplate the Oxford Examinations? The Oxford candidates do him some little credit, the others bring him nothing. But are not the Oxford classes examined by the Education Department before the Government gives the school a "grant"? They are not, and this failure to examine the higher classes is in itself a condemnation of the Education Department. What, then, is the remedy for this non-education, this serious leakage, and this neglect of so large a majority of Hongkong's students? The cure lies in the hands of the Government. The Government should reform the Education Department, and institute a thorough system of examinations, both oral and written, which would displace entirely the Oxford Examinations. The first forward move of the Government (after the Education Department has been reorganised) should be to establish an examination compulsory for all Hongkong scholars, on the lines, say, of the Qualifying Examination of the Education Department in Scotland, this examination to be taken by all pupils at the end of the elementary school course, and to be conducted entirely by the (reorganised) Department. The Oxford Junior and Senior Examinations should be replaced by Government Examinations on the lines of the Lower and Intermediate Leaving Certificates, respectively, of the Scottish Education Department. In this matter the Hongkong University authorities might step in with immense advantage to the name and to the funds of the University. If the Government is unwilling to supply the money for the establishment of a proper Education Department, if it cannot supply the money to institute these examinations without fees chargeable to the students, and if it is unwilling to obtain the money by demanding a fee to cover expenses, then the Hongkong University has the field to itself. The Hongkong University authorities could establish these examinations and charge fees which would leave a large margin of profit, and yet be much lower than the fee demanded by the Oxford Local Examinations. The great majority of Hongkong's students would be eager to possess a certificate from their own University, and if the examinations were such that a certificate would be some measure of the student's ability, there is every reason to believe that a certificate from the Hongkong University would be recognised and accepted as a valuation of the student throughout the South of China. We commend this suggestion to the earnest consideration alike of the Government and the Faculty of the University.

The flags on the warships in the harbour yesterday were half-masted as a token of respect on the interment of the King of Greece.

A social gathering of members of the Union Church was held last night for the purpose of welcoming the Rev. and Mrs. J. Kirk Macdonald.

Suit has been brought at Singapore by the owners, master and crew of the steamship *Penang* for salvage consideration to the amount of \$120,000 against the T. K. K. *Soya Maru*, her cargo and freight.

The Hongkong Depot of the Nestlé and Anglo-Swiss Condensed Milk Co. announce on page 10 the result of a local rhyning competition relating to Nestlé's and Kohler's chocolates.

At the Magistracy yesterday Vincent Wicks, a naval policeman, and Laurence Shein, from H.M.S. *Flora*, were charged with assaulting a ship's cook at the bar of the Imperial Hotel. It was alleged that they struck the Chinese cook because he used bad language to them. The charge was dismissed.

The profits made by the Yangtze Wharf and Godown Company, Limited, remarks a Shanghai contemporary, have been gradually decreasing year by year. The dividends paid during the last few years have been as follows:—1907, 18 per cent.; 1908, 15 per cent.; 1909, 15 per cent.; 1910, 8 per cent.; and 1911, 4 per cent. For the twelve months ended December 31st no dividend at all can be paid.

Legion Lieut.-Col. R. Bate, F.R.G.S., Commandant, Legion of Frontiersmen, Far East, informs us that Sub-Unit Leader Morgan-Owen, Shanghai, has created a world's record at Revolver shooting, scoring 197 out of a possible 200. Both hands were used in the contest. We are also informed that the Stanhope Gold Medal for the most gallant in 1912 was awarded to Frontiersman D. Palmer, another member of the Far Eastern Command. Frontiersman Palmer already possesses the silver medal of the Royal Humane Society.

THE YANGTZE INSURANCE ASSOCIATION CO.

Messrs. Shewan, Tomes & Co., agents for the above Association, are advised by cable that the directors will recommend at the general meeting a dividend of 25 per cent.

THE BANDMANN OPERA COMPANY.

Another crowded audience, including H.E. the Governor and H.E. Vice-Admiral Jerram, greeted the Bandmann Opera Company at their performance of "The Girl and the Taxi" at the Theatre Royal last night. The Company's presentation of this popular and witty piece delighted the House, which expressed its unmitigated appreciation by generous applause. The many brilliant epigrams in the play, and the amusing situations were well emphasised by the good work of the artists.

As "The Girl," Miss Moyna Hill was vivacious and bewitching. Mr. Fred Coyne was excellent as Baron Daury, "newly elected to the French Academy," whose obsession is a particularly peculiar one on the subject of heredity. Mr. Alfred Frith, as usual, greatly tickled the risibilities of his audience.

Mr. James McGrath, as Lieutenant Rene, Mr. Thomas Pauncefort as Hubert, "the gay young dog," Miss Violet Frampton as Jacqueline, and Mr. Victor Gouret as Monsieur Pomarel, husband of "The Girl," lent admirable support. To-night the comedy will be repeated.

LOVE OF GAMBLING.

BATTLESHIP DECKS STREWN WITH BETTING COUPONS.

A picture of the decks of battleships strewn with betting price lists and coupons was drawn at a special meeting of the Council of the Charity Organisation Society, held in London, to consider the problem of gambling. It was attributed to "one of England's best known Admirals." The speaker who quoted this authority, Mr. John Hawke of the Anti-Gambling League, asserted that the state of affairs was just as bad in the Civil Service, particularly in the Post Office, and amongst the police.

The Rev. Edward Lytton, headmaster of Eton College, who has for a long time been connected with the Anti-Gambling League, wrote:—"Latterly I have come to see that the spread of gambling is due to deep-seated causes which cannot be remedied by any superficial measures. I mean the undermining of home life and the feeble hold of religious principles in all classes."

Canon J. W. Horsley wrote: "I once coined an epigram: 'Crime is condensed beer.' One might now say: 'Folly is consolidated coupons.' (Loud laughter.)

Mr. J. A. Spender said that, generally speaking, the Press was ripe for the proposals in connection with advertisements made in Lord Newton's Bill. There was no habit which appeared to be so universal in human nature as some kind of speculation, and they were all in a considerable muddle about the ethics of the question.

A speech made by Mr. Gerald Wellesley, of the Eton Mission, created a little sensation. It was, he said, his conviction that no amount of legislation, good, bad, or indifferent, could make any difference to the amount of gambling that went on; the love of gambling was so ingrained in the British working classes. He was absolutely opposed to legislating against gambling, for that which had already been passed had not been of the slightest use.

There were dishonest men in most trades, he added; but a more generous and kind-hearted lot of men than the bookmakers it would be impossible to find. He did not for one moment support gambling, but the evil would be better remedied by sound advice.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

NAVAL DEMONSTRATION AGAINST MONTENEGRO.

It is reported from Vienna that five Austrian battleships and cruisers and one destroyer were twenty miles off Antivari on Monday night and an infantry regiment embarked at Zara for a southern destination.

It is still doubtful which of the Powers will participate in the naval demonstration against Montenegro. It is asserted in Paris that neither France nor Great Britain will join therein. France is sending a battleship to Corfu merely because Great Britain is sending two warships thither.

Reuter re-affirms that it is the unanimous opinion of the Powers, failing Montenegro's compliance, that a naval demonstration will be necessary, and communications with that object in view are passing between the different capitals.

A Malta message states that the British cruiser *Defence* has been ordered to be in readiness to proceed eastward. It is believed that she will participate in the demonstration against Montenegro.

It appears certain that France and Russia will not participate in a Naval demonstration against Montenegro.

The German cruiser *Brigade*, according to a message from Berlin, has been ordered to the Adriatic to participate in the Naval demonstration.

According to a telegram from Vienna, a part of the Austrian Squadron has reached Antivari, and the remainder are held in reserve at Cattaro.

THE SIEGE OF SKUTARI.

A message from Cetinje states that the Turks made a sortie from Tarabosh and a desperate engagement is proceeding.

It is reported from Belgrade that the Servians and Montenegrins are bombarding Skutari, the forts being expected to surrender in a day or two.

MONTENEGRO'S DEFIANCE OF THE POWERS.

A message from Cetinje says that the Government, in reply to the Powers, refuses for military reasons to transmit to the Commandant at Skutari the cipher message from the Porte authorising the departure of civilians there.

THE BULGARIAN LOSSES.

It is officially stated in Sofia that the capture of Adrianople cost the Bulgarians 10,000 to 12,000 killed and wounded, The Bulgarians captured about 14 generals, 2,000 officers and 60,000 men.

TURKEY GRATEFUL FOR MEDIATION.

A message from Constantinople states that the Porte has replied to the Note of the Powers, thanking them for their offer of mediation, and accepting all the points without reservation, and confidently trusting that the Powers will achieve peace.

THE ALLIES CONCILIATORY.

Reuter learns that the replies of the Allies to the Powers' mediation proposals are conciliatory. They were to be presented on Tuesday. Bulgaria abandons the Sares-Midia line, agreeing to a slightly modified line for Midia. All agree to accept the acquiescence of the Powers in the principle of a war contribution or indemnity, leaving the details for subsequent settlement.

KAISER AND TENANT.

LONDON, April 2nd.

The Kaiser has come to an agreement with his tenant, Sobst. The latter surrenders the remainder of his lease and receives £6,000 as compensation and the Order of the Crown of the Fourth Class.

[The following message published on March 2nd in the *Daily Press* explains the above telegram:—"The Kaiser has again been defeated in a lawsuit against a tenant of his Cadine Estate named Sobst. The previous proceedings arose out of the refusal of Sobst to comply with an order of His Majesty's Agent involving heavy expenditure outside the terms of the lease. The Kaiser was uniformly defeated and finally gave Sobst notice to quit on June 30th. The Emperor declared at a meeting of the German Agricultural Council that he was turning out Sobst because he was no good. The Tribunal Court on Friday decided that the notice was illegal, the lease having five years to run. The Emperor's speech and the protests of local agricultural associations have given the matter the importance of a public question.]

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FLOODS IN THE UNITED STATES.

MESSAGE OF SYMPATHY FROM KING GEORGE.

LONDON, April 2nd.

King George has cabled to President Woodrow Wilson, that he is greatly distressed to learn of the disastrous flood and the loss of life and expressing his deep sympathy with the people of the United States.

President Woodrow Wilson replied, expressing deep appreciation of King George's sympathy.

TO STIMULATE BRITISH AVIATION.

PROJECTED FLIGHT ACROSS THE ATLANTIC.

LONDON, April 2nd.

The *Daily Mail* offers prizes amounting to £3,000 for the first British hydro-aeroplane piloted round Great Britain in 72 consecutive hours without descending on land, and £10,000 for the first British or foreign hydro-aeroplane crossing the Atlantic in 72 consecutive hours.

The Britisher Mr. Gordon England and the German Herr Rumpier have offered to compete for the *Daily Mail* prize for a flight in a hydro-aeroplane across the Atlantic. The Bleriot Company and Mr. Cody will make flights across the Atlantic and round Great Britain.

BRITISH FINANCES.

LONDON, April 2nd.

The Treasury Statement shows that the revenue of the United Kingdom during the past year was £188,501,899 and the expenditure £189,521,930. The revenue exceeded the estimate by £1,612,999, and the expenditure was £2,934,070 below expectation.

The customs decrease is £164,000 and the land tax £50,000, while the telephone service shows an increase of £2,850,000 and the postal service of £850,000 compared with 1911.

THE ENGLISH TURF.

RESULT OF LINCOLNSHIRE HANDICAP.

LONDON, April 1st.

The Lincolnshire Handicap, run at Lincoln this afternoon, resulted as follows:—

Berrillon	1
Junior	2
Grammont	3

Twenty-two ran. Betting:—100 to 7 against Berrillon, 100 to 8 Junior, 33 to 1 against Grammont. Uncle Pat started favourite at 4 to 1 against Junior was ridden by E. Huxley. Lesto was scratched.

After a quarter of a mile had been covered, Cuthbert went to the front, followed by Berrillon, and making the remainder of the running won by a head, four lengths separating second and third. An objection lodged against Cuthbert for bumping and boring was sustained, and the race awarded to Berrillon.

THE GRAND NATIONAL.

Rathnally was scratched from the Grand National to-day at 12.35 p.m.

RECENT PURCHASES OF FOREIGN STEAMERS BY JAPANESE.

The British steamer *Parley*, 4,200 tons, recently purchased by the Liaoning Steamship Company, has been renamed the *Arumasan Maru*.

The British steamer *Dunblane*, has been purchased by the Kanamori Steamship Co., Hakodate, at the cost of ¥240,000. She was formerly the property of the Dunedin S. S. Co., Leith, and was built in 1897 by Messrs. Rönner & Son, Stockholm. Her gross tonnage is 3,740 and a net tonnage of 2,407.

The Kishimoto Steamship Co., of Dairen, have purchased from the British India Steam Navigation Co. the steamer *Waroonga* for registration at Dairen. She will be taken delivery of by the new owners at Bombay shortly. The *Waroonga* has a gross tonnage of 2,513 and a net tonnage of 1,699 and was built in 1882 at Glasgow by the A. & J. Inglis.

The Liaoning Steamship Co. of Dairen, have purchased the Austro-Hungarian *Alberta* (4,040 tons) for delivery at Kobe, and intend to have her registered at Dairen. She is well equipped as a cargo boat, and will be employed as an ocean-going steamer. The Company has re-christened her the *Shogun Maru*. She was built in 1900 at Glasgow by Messrs. Russell & Co.

ANGLO-CHINESE BAZAAR.

OPENED BY H.E. THE GOVERNOR.

A bazaar of more than ordinary interest and importance took place in the City Hall yesterday afternoon. It was under the auspices of the Wesleyan Church, and was undertaken by British and Chinese members and friends of this denomination, the object in view being to provide funds for the installation of the electric light in the chapel and to establish a Chinese Wesleyan Church. As the result of efforts by friends, and contributions from friends and well wishers, there was an exceedingly fine display of fancy goods as well as a good selection of Chinese works of art. The stallholders were for the most part ladies associated with the chapel work, but one or two others offered their assistance. The Chinese stallholders were represented by those who might form part of the congregation in the native church which it is hoped to establish.

The opening ceremony took place at three o'clock by H.E. The Governor. Prayer having been offered up by Mr. Scholes.

The Rev. C. Bone briefly asked His Excellency to open the bazaar.

His Excellency—To stand here beside Mr. Bone carries my memory back thirty years. It was just about this time thirty years ago that I began my studies of Chinese in Canton, where I lived in a house next to that occupied by Mr. Bone, and I can remember the great assistance he was to me, not only in learning the Chinese language but in studying the character of the Chinese people. He reminded me also that people out in China ought to go to church—(Hear, hear)—and the church that he took me to was a little place of worship called a conventicle. But in that place of worship was found the same ardent spirit that animates the congregation down in the little Wesleyan Church on Morrison Hill Road, in aid of which this bazaar is being held to-day. Mr. Bone having rendered me many services, you can imagine that it is a pleasure to me to come here and render him a little service. (Applause.) Most people know the little chapel in Morrison Hill Road. I have been there myself in the past, and I hope to go oftener in the future. The evening services there are, perhaps, the best attended, and for the proper performance of these services artificial light is needed, and what we want you to do is to collect a sum of money to install the electric light in that building. That will assist Mr. Bone, and it will assist his congregation. It is a good work, and I feel sure that all you who are visiting this building will put your hands in your pockets deeply and buy up all the beautiful things placed on these stalls in order to help Mr. Bone to get a little more light. Then there is another object. Mr. Bone is a man of progress and wants to establish a Chinese Church. That, I need hardly tell you, is a good object, an object which ought to commend itself to everyone here and to everyone who is interested in the propagation of the Christian religion. I myself am among that number. I would go a step further, and say that the church which is opened under the auspices of Mr. Bone and the Wesleyan Church of which he is a distinguished member has my very best support. Here, again, I will ask you to put your hands deeply in your other pocket, for I assume that all those who come here to-day have come with both pockets full of money, so that when you empty the right hand pocket for the Wesleyan Church you can put your hand in your left pocket for the native church. When you have emptied both pockets, Mr. Bone says he is not above accepting chits, because he knows his congregation so well, and the public also, that he knows they will all be honoured. With these few words I declare the bazaar open. (Applause.)

The Rev. C. Bone then expressed their gratitude to His Excellency for coming to open the bazaar. He recalled the time when Sir Henry arrived in Canton fresh from Dublin, and pointed out how he had risen step by step to his present position, and said that they both had been animated with a devotion to do the best that they knew.

Dr. To seconded the vote of thanks proposed by Mr. Bone, and this being carried, the business of buying and selling commenced.

The stalls were: Work stall (English), Crockery stall (English), Competition stall (English), Sweet and flower stall (English), Refreshment stall, Bran tub (English), Fancy work stall (Chinese), art stall (Chinese), Drawn thread-work stall (Chinese), Curio stall (Chinese), Sweet stall (Chinese), and perfumery stall (Chinese).

Concerts arranged by Mr. Wesley C. Leong, and Mr. S. Hamer took place during the evening, while a number of side shows were opened throughout the bazaar. The band of the *Minotaur* was in attendance and played pleasing selections during the afternoon.

A pretty incident in the ceremonial proceedings was the presentation of a special copy of the programme in silk by a Chinese lady to His Excellency.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

C. M. \$5

EDUCATION IN HONGKONG.

SUGGESTIONS FOR THE FUTURE.

[Contributed.]

With the distribution of prizes at St. Stephen's College, the cycle of "speech days" for the session 1912-3 seems to have completed itself. Many candid criticisms have been made by His Excellency, the Governor, many boys have felt their first flush of triumph as they have received their prizes, and many intelligent residents in the Colony have carefully read the reports of the head-masters. And now that the "speech-days" are all over, it may, perhaps, be of some advantage to "take stock" and attempt to sketch out the direction of future progress.

THE VISITOR'S SKETCH.

Among the many impressions which the newcomer to Hongkong receives, not the least is that caused by the activity of this outpost of Empire concerning matters of education. It is used to be said of the pioneers of civilisation that they brought to the natives missionaries, rum and fire-arms. In Hongkong we certainly find the missionaries. (We are glad to recognise that many of them are very broad-minded and tolerant of the views of people who profess other creeds and religions.) The rum is not very evident, and the writer is able to congratulate the Chinese that they seem in no danger of losing their reputation for temperance.

As for the fire-arms—the recent political revolution amazed the world because of the comparatively small amount of fighting. The English brought to Hongkong something more powerful than rum and fire-arms, viz., education. When the complete history of the overthrow of the Manchus has been written, our children will learn that one of the chief causes of the coming of the Chinese Republic was the education given to the intelligent Cantonese in Hongkong. It is almost safe to say that if this little island had been under Manchu Government during the last sixty years there would have been no revolution in China until, let us say, A.D. 1960. It is simply symbolic of the whole movement that Sun Yat Sen, the ringleader of the revolution (or, since it succeeded, the "hero of the revolution") was the first to grasp the opportunity of advanced Western education in Hongkong, as offered by the Hongkong College of Medicine. It is a well-known fact that most of the officials of the new Republic have received some portion of their education in this Colony. British trade will reap the advantage. It has almost made certain the position of the English language in the Far East.

Since the revolution succeeded, and all of the leading Chinese in South China, at any rate, seem delighted with the recent changes, it is, perhaps, reasonable to hope that they will carefully remember these things and regard with something like affection those Europeans who are interested in education in China. It is, perhaps, not too much to carry the point a step further and suggest that the time has come when the Chinese themselves should take a more active interest in the educational affairs of Hongkong. There are, of course, several well-known leaders who have rendered the cause yeoman service—men such as Mr. Lau Chu Pak, the Hon. Sir Kai Ho Kai, the Hon. Mr. Wei Yuk, and the indefatigable Mr. Tso. These men have blazoned the trail for the others—let every encouragement be given them in their pioneer work.

RECENT PROGRESS.

Throughout the whole history of the educational movement in Hongkong, many notable citizens of Victoria have given freely of their time and substance. It is impossible to go back very far, but let us consider the work done in the last half a dozen years. First and foremost there is the University. The history of the work is so well-known that mention need only be made of the names of Sir Frederick Lugard, Sir Henry May, Sir Horumsey Mody, Sir Paul Chater, Messrs. Butterfield & Swire and the Chinese gentlemen mentioned above. But the University is the top-rung of the educational ladder. Remarkable work has been done in connection with what is usually called secondary education. The teaching of science has been introduced, and that in itself marks an epoch in educational development. The staff of the secondary schools has been reinforced with teachers who are University graduates. Despite the calls for support made by the University Committee, there have been spent considerable sums of money, raised by subscription, upon the Ellis Kadoorie School and St. Stephen's College. Mention must also be made of the hostel being erected by private (not Government) money in connection with Queen's College.

It is the improvement in higher education in the Colony that is most apparent. Glancing over the files of the newspapers, one obtains the impression that there are seven schools which aspire to prepare boys up to matriculation standard of the University. These may therefore be considered to be secondary schools. They are:

(1) Victoria British School; head-

master, Mr. Cox, B.A.

(2) St. Paul's College; headmaster,

Rev. Stewart, M.A.

(3) Diocesan Boys' School; head-

master, Mr. Parry.

(4) Queen's College; headmaster, Mr.

Dealy.

(5) Ellis Kadoorie School; head-

master, Mr. Braidwood.

(6) St. Stephen's College; headmas-

ter, Archdeacon Barnett, M.A.

(7) St. Joseph's English College

(under the control of the Roman Catho-

lic Bishop).

All these schools seem to be doing

good work. Apparently Queen's College

and the Victoria British School are the

only ones directly under Government

control, although several seem to be, more

or less, responsible to the Director of

Education as regards their efficiency.

AN ADMIRABLE COLLEGE.

It will, probably, be undisputed that

St. Stephen's College is recognised as pro-

viding the best "secondary" education

obtainable in Hongkong. That institution

has had a brilliant, if comparatively

short, career, and has exercised a remark-

able influence with regard to education

in Hongkong. It has shown what can be

done, and if it be accepted that "com-

parisons are odious" it is nevertheless

true that rivalry also stimulates. It is

impossible to pay adequate tribute to

the headmaster of St. Stephen's College,

for the success of that centre of instruction,

and all that it means for Hongkong,

is due to his personality. He has

gathered round him an excellent staff and

it is evident that he is able to inspire

them so that they have, at least, enthu-

siasm for their work.

The writer holds no brief for mis-

sionary education; many of the educa-

tional troubles at "home" are due to

unfortunate quarrels between differ-

ent sects concerning how much,

or how little, or what particular

variety of religious teaching should

be given in the schools. But for the

differences between the Churchmen and

the Non-conformists there would be no

real education problem in Britain, and

instead of friction there would be

increased efficiency. But in this Colony

the C.M.S. seem to have tackled the

difficulties in a broadminded fashion. At

any rate they have provided, at St.

Stephen's College, a type of education

not obtainable elsewhere in the Colony.

They have had a liberal and a definite

policy and, to use an American phrase,

they have "made good." We may not

like Church dogma, we may not be

enamoured of mixing up religion with

education, but we cannot be churlish

enough to refuse to appreciate any

institution or individual doing good work

and doing it thoroughly.

SOME SUGGESTIONS.

A recent article in the *Hongkong Daily*

Press mentioned the changes which have

taken place in connection with the post

of Director of Education. The present

cadet system is one which will probably

pass away; it is reasonable for business

men to expose its weakness and press for

reform. The fact remains, however, that

under existing circumstances, a Director

of Education may suddenly become a

magistrate and *vice versa*. Accepting this

Colbertian state of affairs in much the

same spirit that we are forced to accept

the irregularity of the Siberian mail, let

us see whether it is not possible to render

it less dangerous from a point of view of

efficiency.

The common-sense way out of the diffi-

culty is to appoint an Advisory Com-

mittee, which should have power to report

directly to the Governor. This might

easily be formed from among those who

have already been identified with educa-

tion in the Colony. As a rough outline

of its constitution, let us give the follow-

ing composition:—

(1)—The Director of Education.

(2)—Two representatives of the Hong-

kong Chamber of Commerce.

(3)—Representatives from each Faculty

of the University.

(4)—Three of the leading Chinese

residents in the Colony.

(5)—Two representatives elected by the

headmasters of the secondary schools

mentioned above.

(6)—Two members of the Court of the

University.

The advantages to be derived from such

an Advisory Committee are obvious,

but probably the best argument in its

favour is that it would be able to bridge

over the gaps caused by the changes of

Director of Education. If that is not

sufficient, it may be added, that the

Advisory Committee would be able to

co-ordinate the work now being done and

also suggest various improvements. It

would also be able to institute enquiries

on the efficiency of the business men

schools. It would give the business men

of the Colony an opportunity of placing

on record their views as to how increased

efficiency may be obtained.

It must be understood that these few

suggestions are made in no spirit of

criticism of those who administer educa-

tional affairs in Hongkong. With the

advent of the University a new phase

has commenced and it is well that we

should see whether improvements are

possible. We want Hongkong to retain

and increase its reputation for progress

in educational matters. In that way we

shall attract to the Colony the sons of

the wealthy and influential Chinese. We

shall stimulate trade and make certain

that the English language is the language

of commerce in the Far East.

SUPREME COURT.

Wednesday, April 3rd.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HIS HONOUR
SIR W. RESS DAVIES, K.C.)

THE ALLEGED FORGED BANK-
NOTE CASE.

The hearing was continued of the case in which seven Japanese stand charged for that on the 20th of June, 1912, and on divers dates up to the 23rd of December, they did conspire to obtain and acquire from persons who would be induced to purchase or accept certain false and forged current money notes for \$5 each, purporting to be issued by the Military Government of Kwangtung, large sums of money.

Prisoner No. 1 was examined by Mr. Jenkin, and in reply to a question he said he did not know if the fourth prisoner painted the first design for the notes.

Mr. Jenkin—Did not No. 4 ask you to paint your photograph?

Mr. Slade—On the notes? (Laughter.)

Witness answered Mr. Jenkin's query in the affirmative, and said he painted his portrait on the steamer whilst coming down and put on the finishing touches at the Tokyo Hotel.

Did you not inform No. 7, who was a printer, that you had secured the author-

ity of the Japanese officials or police for the printing of these notes?—No.

It is, I suppose, well-known in Japan that you have some influence with the

Police authorities?—I know some police, but I am not intimate with the Police authorities.

Did not No. 8 approach you in connection with his cinematograph business, and ask you to interpose with the Police on behalf of the business?—Yes, he did.

You wanted to get, in consideration of your services, more out of the contract price than they were willing to give you, and that is the reason you did not sign?—No, that is not so. I only refused it because it required that I should finance it, and I could not find the money.

Mr. Alabaster—When Nishiyama told you about this order from the Chinese Government did he tell you why the Chinese Government wanted the notes?—He told me they wanted them to pay off the soldiers and they wanted them by December.

The second prisoner was then put into the witness-box. He said he lived in Tokyo, and was a director of a money-lending business. He himself lent money, and "if he could get good interest he would take it." He said he first met No. 1 in November of last year. A Japanese approached him, and told him that Furukawa required some money, and asked if he could get some money for him. Witness went to another man, who wanted to know particulars, and witness then telephoned to Furukawa, who said he would come and see him. At this interview Nishiyama was present, and witness was introduced to him. Witness was told that they had an order from the Chinese Government, and that about 70 per cent. of the printing had already been done. Witness was asked to try and borrow some money for them, and No. 1 said that if witness could not find the money he intended to finance it himself. He would have to use the Collette money if he could not find it in any other way, and that he did not like to do. Furukawa told him that the making of the notes was quite a safe business, that he had the permission of the Metropolitan Police Board, and that he had made enquiries at the Police Bureau as to whether it would be a breach of law, and he was told it was not. He assured witness that as far as the Japanese authorities were concerned, there was nothing to fear, and that if the notes were not complete they would not require any permits, and they would pass as printed matter. Witness was satisfied that it was a genuine order, and, after further negotiations, it was decided to lend them 3,000 yen, witness and two others advancing the sum in equal parts. An agreement was then drawn up in the terms Counsel had indicated at the previous hearing.

Mr. Sharpe—Did it not strike you that this very high rate of interest, 300 per cent. per month, was a little suspicious? You must remember you told us that at that time you were satisfied it was a bona-fide Government contract.—The party who asked for the money was very pressed indeed.

Did you think it was a very risky transaction?—At first I thought it rather risky, but when I was told all the particulars I was satisfied.

I put it to you now, as I shall put it again to you later, that the risk was that if the forgery was not good enough to get the notes into circulation then the whole business must fall through?—I thought the notes were to be delivered to the Canton Government, and that they would put on the rubber stamps, and that till then all would be safe.

Supposing you had recognised that the notes were forgeries, would not you then have thought it was a risky transaction?—Yes.

If it had been a forgery this 300 per cent. interest would not have been extraordinary? It would have been quite a reasonable rate had the notes been forged?—I never thought they were forged.

Counsel then referred the witness to the subsequent agreement of the 22nd November, and asked—This time you advanced 700 yen for 25,000 yen. I think it works out at about three to four thousand per cent., does it not?—Yes.

You tell us that you were satisfied that this was a bona-fide transaction. You do not suggest that that was a reasonable rate of interest?—They offered to pay me that, and then they asked me to return half the amount of interest.

You did not ask this enormous amount of interest, is that it? No, 5 came and asked you, did he not?—Yes.

Didn't it strike you as suspicious that they should offer you such an enormous rate?—They wanted the money very badly. Yes, it did strike me as being a little suspicious.

Can you suggest any honest reason—I can suggest many dishonest ones—why they should offer you this sum of 25,000 yen for a loan of 700 yen?—I thought they were getting about 50,000 yen for the printing, but nobody told me so.

Did you not ask No. 5 what remuneration they were getting?—No.

But you were financing the transaction. You must have realised that the profits must be very large for them to offer you 25,000 yen for 700 yen?—I thought it would be about \$40,000 or \$50,000 from the Chinese Government.

As a matter of fact you were getting 38,000 yen out of that by the two agreements, were you not?—I had to return half that amount.

Did you imagine that these men were going to make less out of the transaction than yourself?—I thought 3,700 yen was already paid to Furukawa for the printing expenses. I thought he and Nishiyama only were concerned in this.

After the tiffin adjournment, Mr. Jenkin addressed the jury in regard to the remaining five prisoners. He first again raised the point, which he had indicated at an earlier stage in the proceedings, as to whether, viz., that the Chinese Government were prosecuting the prisoners. The fact that the Attorney-General's name appeared on the indictment did not carry their very far, he said. That was the form of every indictment in the Colony, whether it was a private or a Crown prosecution.

His Lordship—I do not want to interrupt your address to the jury in any way, but the Attorney-General before he prosecutes an indictment in this Court, he is supposed to have satisfied himself that an offence has been committed against the laws of this Colony. In a case of this importance the jury accordingly—that before he signed this indictment he was satisfied that an offence had been committed against the laws of this Colony.

Mr. Jenkin—My Lord, that I believe, sets out, only in a better form, if I may say so, exactly what I said. But it carries us no further. Therefore I say that the mere appearance of the name of the Attorney-General upon the indictment does not preclude me from saying that in point of fact the prosecutor is a private prosecutor, because by the laws of the Colony every indictment must be in the form of the indictment in this case.

Mr. Jenkin proceeded to recall to the jury with the witnesses had said about who was prosecuting. Chief Detective Inspector O'Brien declared he had never heard in the course of his 25 years' experience in the Colony of a private firm appearing for the Crown, and Inspector Morrison, who had been in Hongkong 18 years, declared that a private firm did not usually prosecute for the Crown. He would draw the attention of the jury to the fact that in the Police Court the charge against these men was one of conspiracy to defraud the Chinese Government, and that charge was changed to public fraud, who was said to be a police spy for the Chinese Government, did not say very much about it, but unfortunately, when asked by Mr. Alabaster if it was correct for the prosecuting Counsel to say that he was a police spy, he immediately answered "I do not know who prosecutes." It had got absolutely nothing to do with the question put to him, and he submitted the mere mention of the word "prosecuting Counsel" made him give an answer which had nothing to do with the question.

Wang, the Chief Detective of Canton, said "I have been to Mr. Bowley's, and I thought he was acting for the British Crown." He put it to the jury that a Chinese policeman would not use the words "British Crown" unless he knew that he (Counsel) had been pressing for this information, or had been told to say it. If this were a Crown prosecution the Attorney-General or, if someone nominated by him, and the Crown Solicitor, or his deputy should be in Court, but instead they had Messrs. Denys & Bowley as solicitors in the Court and three private Counsel appearing.

His Lordship asked Mr. Jenkin if he were asking the jury to overrule the action of the Attorney-General. They had no power to do that. His Lordship said he would direct the jury that if they believed the evidence as regards certain prisoners there must have been an offence committed against the laws of this Colony. Therefore the indictment was good on the face of it.

Mr. Jenkin said he was urging that if this was a prosecution by the Chinese Government by a person or a body of persons who had not the slightest interest in the vindication of the laws of the Colony—the jury have the right to entirely stop the case and dismiss the prisoners.

His Lordship intimated that it was an entirely new proposition to him—to say that the jury were to decide if the indictment was properly raised.

Mr. Jenkin—No, my Lord. It is my submission that if the jury are satisfied that in point of fact the prosecution is instituted by a person or body of persons having no interest in the vindication of the laws of the Colony they should dismiss these men. Not that they have no case to consider, far from it, but because they refuse to entertain proceedings of that kind.

His Lordship—Do you suggest that if the Chinese Government or any other Government has knowledge that a certain offence has been committed and carried out here, which is an offence against the laws of the Colony—equally so, we may assume, against all other nations—it is not within their province?

Mr. Jenkin—I say this is a prosecution by the Chinese Government, who have used the only machinery available, which is the machinery of this Colony.

His Lordship—You are asking the jury to exercise a function which they do not possess. The indictment on the face of it is good. If they believed the story of the prosecution there is evidence to justify a submission that there is an offence against the laws of the Colony.

Mr. Jenkin—Then I think it would be right for me to turn from the jury, and address myself to your Lordship, on the basis that if, in point of fact, this is a prosecution at the instance of the Chinese Government, a conviction at the instance of such a prosecutor is a nullity. I will now refer to a bundle of documents which have been served upon me, or upon my solicitor. These documents came down from Japan a little while ago, and are connected with this case. On the front page is the inscription, "Messrs. Denys & Bowley," and then the rest of the paper is torn off. On the back we have "Denys & Bowley," solicitors for the Canton Government." How in the face of that can it be maintained that this is not a prosecution by the Canton Government?

His Lordship—Even supposing it is, it is still an offence against the laws of this Colony, which is taken up by the Attorney-General here. At the outset I specifically asked three Counsel who they were appearing for. I do not suppose that there is a single person in the Colony who has any doubt but that the Chinese Government is interested in this case, but that does not affect it.

Mr. Jenkin—I am afraid I cannot look upon it in that light. I do not believe, in point of fact, that Messrs. Denys & Bowley have instructed the Attorney-General or the Crown Solicitor.

His Lordship—No Counsel can appear in this Court without the sanction of the Attorney-General. They say they appear for the Crown at the request, or, at any rate, by the sanction, of the Attorney-General. I do not mind learned Counsel criticising, but when it comes to the question of the regularity of these proceedings, I have not the slightest doubt.

Mr. Jenkin then addressed the jury again. He said they had heard that the learned Judge was against him, and also his Lordship's opinion that these proceedings were perfectly regular, but he submitted to them that this prosecution was instituted at the instance of the Chinese Government. Not only that, but he submitted that it was instituted to satisfy their own vengeance upon these men. As his instructions went, the jury, who had sat in those boxes so long over this case, were summoned at the instance of the prosecution, and if it were a prosecution by the Chinese Government, then seven special jurymen had been



PARTICULARS OF THE LOTS.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



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WEATHER REPORT.

On the 2nd at 11:20 a.m.—Pressure has increased slightly in the northern half of the Indian Ocean and Tongkine, but has decreased elsewhere, moderately over S. Japan and the Looe Islands, and slightly in other districts.

A depression has formed to the west of Nagasaki. Gradients are as follows:

Moderate to light N.W. winds are indicated along the E. coast of China, and over the N. Ch. Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Direction

Force

Formosa Channel

South coast of China between the same as Hongkong and Looe Islands

South coast of China between the same as Hongkong and Looe Islands

N.W. or variable wind, moderate to light, fine.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 2nd

Previous On Date On Day at 2 p.m. 6 a.m. 2 p.m.

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Rain

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THE DIESEL OIL ENGINE.

COMPARISONS WITH STEAM AND GAS.

(FROM AN ENGINEERING CORRESPONDENT OF "THE TIMES.")

The Diesel type of oil engine represents the most important advance in prime movers since the commercial adaptation of the gas producing plant, and during the past five or six years it has been installed in considerable numbers, both on land and for ship propulsion. But the number of installations in this and similarly situated countries has increased at a rate which, in the opinion of many engineers, has outrun the real demand. By "real demand" is meant a demand made in cold blood, after all comparative costs, alternative schemes, future performance, fuel market, and so forth have been taken into account, and unimpaired by glowing accounts of unprecedented efficiency and prophecies of coal shortage and strikes. That there is a great future for the Diesel engine is not to be gainsaid, but if cheap power production be the aim of engineers, the conditions as they exist at present prohibit the general use of the Diesel engine, and it is contended that a more general realization of this fact will redound to the greater ultimate benefit both of the power user and of the engine manufacturer. A once disappointed public takes years to influence again to the point of buying the goods it previously found wanting, and the discovery that the type of prime mover under review will not give the greatly increased economies which are sometimes claimed for it will militate against its genuine economical application when the conditions really are ripe.

FUEL COSTS.

The ultimate basis on which all power machinery must inevitably be compared is that of pecuniary economy, and it must be remembered that this can be expressed in terms of space occupied, convenient fuel storage, and similar considerations as well as in pounds, shillings, and pence for fuel, labour, repairs, &c. The first of all the claims made for the Diesel engine is high thermal efficiency, and from this is inferred a low fuel bill. The thermal efficiency may be conceded without admitting the deduction, though the true thermal efficiency of the Diesel engine is not a great deal better than that of a good gas engine, as has been very clearly pointed out by Dr. Dugald Clerk. Assuming the best available consumption figures—0.4 lb. oil per b.h.p. hour is 0.0944. Now, a consumption of 0.4 lb. per b.h.p. hour is a catalogue figure claimed for units of the largest size; the usual figures claimed by the makers for smaller engines are 0.45 lb. per b.h.p. hour at full load, and 0.5 lb. at one-quarter load. But published tests of engines actually installed and in operation show that 0.43 lb. per b.h.p. hour is the full load fuel cost of a 250-h.p. engine with oil at 50s. per ton in one case, while in another similar case the costs are 0.45 lb. and 0.48 lb. per b.h.p. hour at full and one-third load respectively. Tests published by another manufacturer give 0.425 lb. per b.h.p. hour. For purposes of comparison, however, the unconfirmed figure of 0.0944 per b.h.p. hour may be accepted.

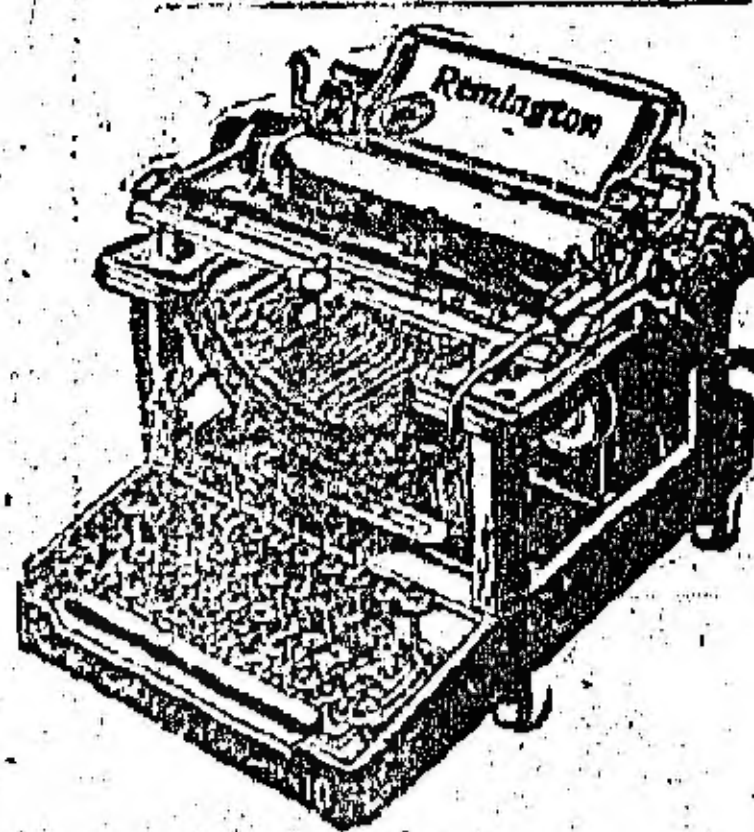
The gas engine approaches the Diesel most nearly as regards thermal efficiency, and a recent test by Mr. W. A. Tooke of one of the vertical Anderson type of 250 b.h.p. supplied with gas by a Mersey suction producer using coke fuel showed that the gas coke consumption was 1.218 lb. per b.h.p. hour at 10s. per ton, equivalent to 0.0625 lb. per b.h.p. hour. For a six-cylinder 750-h.p. vertical tandem Westinghouse engine, operating in a Marple textile mill in conjunction with a 1,000-h.p. Mond pressure producer burning bituminous coal and fitted with air and sulphate recovery apparatus, the coal cost over 12 months' running was 0.0625 lb. per b.h.p. hour, the consumption being 22 tons a week at 10s. 3d. a ton. The annual coal bill was thus £532 15s. but 221 tons of sulphate were recovered and sold for £138 15s. 9d. Thus the net fuel cost per annum was only £39 18s. 6d., the net fuel cost per b.h.p. hour being 0.0112.

The fuel cost of a Diesel engine may further be compared with that of modern steam engines—the Lentz drop-valve type on the one hand, and the Wolf or Garrett locomobile or over-type engine on the other. Recent tests showed that the fuel cost of a 450-h.p. Lentz engine supplied with superheated steam at 175 lb. per sq. in. pressure, with steam coal at 15s. per ton, was 0.0874 lb. per b.h.p. hour; and for a Garrett locomobile of 50 b.h.p. the consumption was 1.19 lb. coal per b.h.p. hour. These types of engines, locomobile and Lentz, are in use all over Germany, where great attention is paid to the economical operation of power plant, and they are installed, and being installed, in far greater numbers than Diesel engines, even though Germany is the home of the Diesel. The powers of the locomobile type of engine range up to 800 b.h.p. and over, while the capacities of Lentz drop-valve engines may be still larger.

OTHER CHARGES.

It thus appears that the fuel cost of modern gas and steam engines is less than that of a Diesel engine operating under the most favourable conditions; but if in defence of the oil engine it is advanced that the increased charges on steam and gas engine installations for interest on capital, labour, maintenance, cost of buildings, floor space, auxiliaries, standby losses, water, and lubricating oil, more than wipe out the difference, it may be contended that modern gas and steam engine plants are very slightly affected by these considerations when their overall pecuniary economy is compared with that of the Diesel engine.

In the first place, the prime cost of a Diesel oil engine, with accessories complete, is greater than that of a gas or steam engine and their auxiliaries. The additional cost of a steam boiler and its setting, stack, etc., may bring the prime charge above that for the Diesel, except



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in the case of the locomobile, the engine, boiler, and accessories of which form a practically self-contained unit, the total cost of which need not exceed that of a Diesel engine plant of equal capacity by any considerable amount. The cost of a gas engine and plant will also exceed that of the Diesel installation, but not by very much. On interest charges, therefore, the Diesel engine has some advantage over its rivals, with the possible exception of the locomobile.

The next point, lower labour costs, which is claimed for the Diesel engine, is open to grave question. In the first place, a skilled mechanic is required to look after the engine, and the extra labour charges for the periodical cleaning and inspection necessary for satisfactory operation must be added to his wages, while it is the general experience of owners of Diesel engines that the cost of labour involved by breakdown, repair, and replacements is in excess of similar charges for steam and gas plants. The engineer in charge of a steam or gas engine plant will not require the same wage as the attendant on the Diesel engine, and if the gas plant be of the suction type or the steam engine a locomobile of up to, say, 300 h.p., it will require only occasional help during running hours. Overhauling of a steam engine and boiler is not needed frequently, while in the case of the gas engine mentioned above in connection with the 1,000-h.p. Mond plant, the pistons are removed and valves ground in only once every six months. Again, the labour costs involved for replacements, repairs, and breakdowns in gas and steam engine plants are inconsiderable in comparison with those of the oil engine.

As to the cost of the buildings, the Diesel engine has an advantage over a steam engine with a separate boiler, although the headroom required in a Diesel engine-room will be more than that necessary for a horizontal steam engine of equal capacity. Compared with locomobile steam plant, the only extra cost will be that of the stack; this has already been dealt with, but in any case the chimney usually adopted with this type of plant is very inexpensive. In the engine-room itself the locomobile plant will take up only a very little more room than a Diesel and its auxiliaries. The cost of buildings for gas-engine plant will be less, if anything, for the engine-room alone, but the expense must also be included of any buildings erected in connection with the producer plant, although they are not required in many cases. It will be seen, therefore, that, although the advantage lies with the Diesel, it is not an important one when modern steam and gas driven sets are being considered. Floor space also goes in favour of the Diesel engine, although the advantage over the locomobile is again almost nominal. The gas plant seriously handicaps the gas-engine installation in this particular.

COMPARISONS OF BEHAVIOUR.

In the important matter of overload capacity and its effect upon the size of the plant to be installed it must be remembered that the Diesel overload capacity is about 10 per cent. and that of steam engines 50 per cent. Therefore a Diesel engine designed to carry safely the maximum load would have to operate normally at a lower load than a steam engine, the rated capacity of which will be very nearly equivalent to the normal load. This involves considerable increase in first cost, fuel cost per unit of power, interest on capital, etc., for the oil engine as compared with the steam plant. On the other hand, gas engines have no overload capacity at all, and are therefore inferior to the Diesel engine in this respect.

In Diesel plant an air compressor and storage bottles are necessary for starting purposes, and pumps for jacket water and fuel oil are also wanted. In gas-engine plant the jacket water pump will be arranged to supply the gas plant, as well, and an air compressor and storage bottles are again necessary. The compressor and bottles, however, are not used for such high pressures in gas engine as in Diesel work, and are therefore cheaper both to install and to maintain. The auxiliaries in connection with a gas plant fitted with a sulphate recovery system require some attention, which, however, is entirely counter-balanced by the enormous benefits due to the recovery itself. The auxiliaries necessary for steam plant of the locomobile type are for the most part mounted with the former, boiler and driven from the gas engine. Condenser pumps and a feed pump are the only necessary moving items in them, and the condenser itself, when of the surface type, is the most expensive piece of auxiliary apparatus. The Diesel

engine, then, has no advantage over the locomobile with regard to auxiliaries, but in a few cases it has over the gas engine, although the latter is often the more economical of the two in this respect.

The stand-by losses of a Diesel engine are nil, and this probably constitutes the most important of the advantages claimed for it. Gas plants are a poor second on this score, and steam boilers are still worse. The water consumption is also less than that of gas engines and plant or of steam power installations, but this is generally such an unimportant charge that it carries very little weight. The consumption of oil is no less than that of a gas engine of equal power, and greater than that of a modern steam plant.

Other advantages claimed on behalf of Diesel engines are sensitive governing and absence of pre-ignition. With regard to the former claim, operating engineers are by no means in universal agreement on this matter, since fuel injection valves are still one of the weakest points in Diesel engine design and are extremely prone to leakage. When pre-ignitions do occur in Diesel engines there is far more possibility of damage than in the case of gas engines. As regards sensitiveness of governing, gas engines used to be reproached on that score, but all makers of the vertical types will now guarantee a close regulation—often 5 per cent. temporary and 3 per cent. permanent variation between no load and full load—which meets all the conditions in commercial work of any description. A closer regulation than 3 per cent. is neither necessary nor desirable. Steam engine governors, also, are the equal of the best Diesel gears. On the other hand, no steam or gas-engine governing devices in common use have the same complication or number of moving parts as Diesel governing gear, but are generally more robust and therefore less liable to derangement.

No doubt the Diesel engine has legitimate uses in this country, but they are not so common as is sometimes supposed. Abroad conditions vary considerably, and many of the foregoing criticisms do not apply. For instance, the possibility of buying cheap fuel oil at foreign ports, the smaller space needed for the engine-room and fuel storage, and the convenience of "cooling" operations are very great advantages.

SHIPPING REPORTS.

The British str. *Italian* reports: Smooth sea with fine clear weather.

The British str. *Kumehow* reports: Light to moderate north-easterly winds and fine clear weather.

PASSED THE CANAL.

March 4th—Bayern, Benavon, Altmarr, Shintshire, Lovat, Laomedon, 7th—Japan, Nile, Synda, Telemachus, Magellan, 11th—Antenor, Benavort, Bohemia, Candia, Kanagawa Maru, Lothian, Longcor, Lintow, Middleham Castle, Tydeus, Goldenfels, 14th—Kaya Maru, Liberia, Arabia, Amasone, Peshawar, Nabrun, Bremen, 18th—Glenurriel, Canfa, Scardina, Tampo Maru, 25th—Buloh, Himalaya, Indravadi, Macleam, Pataoon, Steator, Atrous, Valle de la Osta, Benavort, 29th—Achille, Aysa, Atala Maru, China, Derfflinger, Indravadi, Kama Maru, Polynesia, Wray Castle, April 1st—Bellerophon, Bendoran, Somali, Alesia, Demodocus.

ARRIVALS AT HOME.

April 1st—Goldenfels, Machan.

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STEAMERS.

BENALDES, British str., 1,959, J. H. Watson, 31st March—Milke 26th March. Coal—Gibb, Livingstone & Co.

BILSTED, British str., 2,760, D. Cantell, 26th March—Seattle via Moji 3rd February, General—Bank Line, Ltd.

CARL DIEDERICHSEN, German str., 774, A. Bohmer, 31st March—Hohow 30th March, General—Jensen & Co.

CHITRA, British str., McGarity, 26th March—Chefoo 20th March, Beane—Butterfield & Swire.

CHOISING, German str., 1,021, Brahn, 29th March—Bangkok 20th March, General—Butterfield & Swire.

CONZEN, German str., 3,200, L. Klugisch, 1st April—Sydney 8th March, General—Melchers & Co.

ELERICH, British str., 2,304, R. T. Thompson, 20th March—Cardiff 17th March, General—Order.

EXPRESS OF INDIA, British str., 5,041, 14th March—Vancouver and Shanghai 13th March, Mals and General—Pacific Railway Co.

FUKU MARU, Japanese str., 3,097, N. Tomimura, 1st April—Moji, 26th March, Coal—Mitsui Bussan Kaisha.

HAICHING, British str., 1,426, W. Passmore, 29th March—Fochow, Amoy and Swatow 28th March, General—Douglas, Lapraik & Co.

HONGKONG, French str., 739, Marguerite, 30th March—Haiphong via Hoikow 26th March, General—A. R. Marty.

HUNAN, British str., 1,200, F. Boyd, 1st April—Kobe 26th March, Coal—Butterfield & Swire.

INDEN, German str., 2,600, O. van Deurs, 31st March—Copenhagen 26th January, General—Melchers & Co.

KINGOW, British str., 5,836, F. W. Cullum, 30th March—Shanghai 27th March, General—Butterfield & Swire.

KOMURA, Austrian str., 3,934, Zamara, 29th March—Trieste and Singapore 24th March, General—Sander, Wieler & Co.

KIEL, Norwegian str., 910, T. Helleso, 20th March—Saigon 15th March, General—Order.

KWANGLO, Chinese str., 1,462, MacArthur, 28th March—Shanghai 25th March, General—C. M. S. N. Co.

LAETTES, British str., 1,640, W. Wasson, 30th March—Saigon 24th March, Rice—Order.

MAUSANG, British str., 1,844, A. Corneek, 27th March—Sandakan 21st March, General, Jardine, Matheson & Co.

NIPPON MARU, Japanese str., 4,462, A. G. Stevens, 21st March—San Francisco 21st February, Flour and General—Nippon Yusen Kaisha.

PERU MARU, German str., 1,022, N. G. Major, 31st March—Saigon 17th March, Rice and General—Chinese.

SABINE RICKMERS, Dutch str., 573, de Vries, 28th March—Swatow 25th March, Ballast—Asiatic Petroleum Co.

SADO MARU, Japanese str., 3,860, K. Asakawa, 30th March—Seattle 24th February, M'dse.—Nippon Yusen Kaisha.

SALAHAD, Dutch str., D. Hansen, 31st March—Tarakan 25th March, Bulk Oil—Asiatic Petroleum Co.

SOSTO MARU, Japanese str., 1,119, K. Tashiro, 28th March—Swatow 27th March, General—Osaka Shosen Kaisha.

TENYO MARU, Japanese str., 7,958, Ernest Bent, 28th March—San Francisco 1st March, General—Toyo Kisen Kaisha.

TOSU MARU, Japanese str., 3,610, T. Sato, 1st March—Calcutta 10th April, General—Nippon Yusen Kaisha.

TUNGUS, Norwegian str., 1,039, C. L. Halversen, 22nd March—Bangkok 13th March, Rice—Chinese.

UNAO MARU, Japanese str., 548, Yamada, 22nd March—Anping 20th March, Nil—Mitsui Bussan Kaisha.

VARD, Norwegian str., 668, Rasmussen, 31st March—Hongay 28th March, Coal—Bradley & Co.

WONOKO, German str., 1,115, H. Oltmanns, 30th March—Bangkok 21st March, Rice—Butterfield & Swire.

YUENKANG, British str., 1,128, P. H. Rolfe, 1st April—Manila 26th March, General—Jardine, Matheson & Co.

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ARNOLD, KAMBERG & Co.
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Hongkong, 11th March, 1913. [441]

VESSELS EXPECTED.

THE AMERICAN MAIL

The P.M. str. *Korea* arrived at Yokohama on the 2nd April, with the United States mail, which was transferred to the str. *Empress of India*, arriving in Hongkong on the 14th April. The str. *Korea* will arrive on the 15th April.

The T.K.K. str. *Shingo Maru* left Honolulu for Yokohama on the 28th March, and is expected here via Manila on the 22nd April.

The P.M. str. *Persia*, with the American mail, sailed from Yokohama on the March 28th, between 10 a.m. and noon, for Hongkong via Manila.

The P.M. str. *Siberia* left San Francisco on the 29th March, for Hongkong, via Honolulu, the Japanese mail and Shanghai.

THE AUSTRALIAN MAIL.
The E. & A. str. *Eastern* left Sydney for this Port via Queensland Ports, Port Darwin, Timor and Manila) on the 14th March, and may be expected to arrive here on or about 6th April.

MERCHANT STEAMERS.
The P. & O. str. *Nile* left Singapore for this Port on the 29th March, at noon, and is due here on the 3rd April, at about noon.

The chartered H.A.L. str. *Boone* left Singapore on the 28th March, p.m., and may be expected here on or about the 4th April, p.m.

The str. *City of Baroda* left Sabang on the 28th March, and is due here on the 5th April.

The Mogul Line str. *Lothian* sailed from the United Kingdom on the 26th February, for the Far East via the Suez Canal on the 16th March, for Hongkong via Straits.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 23rd March, and is expected to arrive here on or about the 29th April.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kamsang, from Japan, is due in Hongkong 3rd April.

Hangang, from Shanghai, is due in Hongkong 3rd April.

Shire Line, LIMITED.
Flintshire, from Singapore, is due in Hongkong 7th April.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
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1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
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LONDON, via USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	G. W. Cockman, E.N.B.	P. & O. S. N. Co.	On 12th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	YANZAN...	Brit. str.	—	H. N. Rivers, E.N.B.	P. & O. S. N. Co.	About 16th inst.	
HAVRE & HAMBURG, &c.	SCANDIA...	Ger. str.	h. w.	Reber...	HAMBURG-AMERICA LINE	On 16th inst.	
HAVRE, HAMBURG & ANTWERP, &c.	SNEGAMBIA...	Ger. str.	h. w.	Schröder...	HAMBURG-AMERICA LINE	On 16th inst.	
HAVRE, BREMEN & HAMBURG, &c.	LIBERIA...	Ger. str.	h. w.	Wagner...	HAMBURG-AMERICA LINE	On 16th inst.	
ROTTERDAM, BREMEN & HAMBURG, &c.	SAISON...	Ger. str.	h. w.	Brahmer...	HAMBURG-AMERICA LINE	On 16th inst.	
MARSEILLES via SINGAPORE, SUEZ, COLOMBO, PORT SAID	APLANTION...	Fr. str.	—	Lidin...	MESSAGERIES MARITIMES	On 20th inst.	
MARSEILLES & HAMBURG, &c.	KITANO MARU...	Jap. str.	—	F. E. Cope...	NIPPON YUSEN KAISHA	On 20th inst.	
MARSEILLES, LONDON & ANTWERP	SPERZA...	Brit. str.	—	Hennecke...	JARDINE, MATHESON & Co., LD.	About 30th inst.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	DEN OF GLAMIS...	Brit. str.	—	K. Asakawa...	NIPPON YUSEN KAISHA	On 8th inst., at Noon.	
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SADO MARU...	Jap. str.	—	T. Sato...	OSAKA SHOSHEN KAISHA	On 22nd inst., at 2 P.M.	
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SEATTLE MARU...	Jap. str.	—	N. Kobayashi...	OSAKA SHOSHEN KAISHA	On 30th inst., at 2 P.M.	
VICTORIA, VANCOUVER & SEATTLE	MEXICO MARU...	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	About 10th inst.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	ACUSTIA...	Aus. str.	—	—	SANDER, WILBER & Co.	About 9th inst.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	WISER PRINCE...	Am. str.	—	—	SANDER, WILBER & Co.	On 15th inst., at 5 P.M.	
NEW YORK via SUEZ CANAL	INVERCLYDE...	Am. str.	—	—	ARNOLD, KAMBERG & Co.	To-day, at Noon.	
BOSTON & NEW YORK via SUEZ CANAL	INVERCLYDE...	Am. str.	—	—	SHEWAN, TOMES & Co., LD.	About 27th inst.	
PORTLAND, TACOMA & SEATTLE	EMPEROR OF INDIA...	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., LD.	About 5th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	FLINTSHIRE...	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 26th inst., at 6 P.M.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 5th inst., at Noon.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU...	Jap. str.	—	A. G. Stevens...	TOYO KAISEN KAISHA	On 15th inst., at 3 P.M.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA...	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 22nd inst., at 1 P.M.	
AUSTRALIAN PORTS via MANILA	KOREA...	Am. str.	—	T. Hokine...	PACIFIC MAIL S.S. CO.	On 9th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU...	Brit. str.	1 m.	E. Finlayson...	NIPPON YUSEN KAISHA	On 9th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	KANGASHA...	Ger. str.	—	L. Klugkist...	BUTTERFIELD & SWIRE	On 9th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	CONLEY...	Brit. str.	—	—	MELBOURNE & Co.	On 19th inst., at 9 A.M.	
MEXICAN, PANAMA & CHINA PORTS via JAPAN	EASTERN...	Brit. str.	—	—	GER. LIVINGSTON & Co.	On 28th inst., at 1 A.M.	
KOBE & YOKOHAMA	BOYO MARU...	Jap. str.	—	—	TOYO KAISEN KAISHA	About 5th inst.	
KOBE & YOKOHAMA	PERSIA...	Aus. str.	—	K. Kawara...	SANDER, WILBER & Co.	On 10th inst., at 11 A.M.	
KOBE & YOKOHAMA	LUZON MARU...	Jap. str.	—	D. Macfadyen...	NIPPON YUSEN KAISHA	On 16th inst.	
KOBE & YOKOHAMA	JINSEI MARU...	Jap. str.	—	H. Yamamoto...	DAVID SASSON & Co., LTD.	On 19th inst., at 4 P.M.	
KOBE & YOKOHAMA	PRINCE SIGISMUND...	Ger. str.	—	M. Machida...	NIPPON YUSEN KAISHA	On 24th inst.	
KOBE & YOKOHAMA	NIRO MARU...	Jap. str.	—	V. Lenz...	MELBOURNE & Co.	About 29th inst.	
KOBE & YOKOHAMA	IRIKIRI...	Jap. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 9th inst., at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	HUGHSON...	Ger. str.	1 m.	G. Hooker...	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	LUZON MARU...	Brit. str.	—	H. Bortfield...	BUTTERFIELD & SWIRE	On 8th inst., at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	ANHU...	Brit. str.	—	J. B. Harris...	BUTTERFIELD & SWIRE	To-day, at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	NILE...	Brit. str.	—	H. Powell...	P. & O. S. N. Co.	About 4th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	CHENAN...	Brit. str.	—	L. Jones...	BUTTERFIELD & SWIRE	On 5th inst., at M'night.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	BOYNE...	Ger. str.	—	Spencer Wilde...	HAMBURG-AMERICA LINE	On 6th inst., at D'light.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	HANGANG...	Brit. str.	—	Gardner...	JARDINE, MATHESON & Co., LD.	On 7th inst., at 7 A.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	AMAZON...	Fr. str.	—	Richards...	MESSAGERIES MARITIMES	On 9th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	SANTO MARU...	Jap. str.	—	Benson...	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	CHINWA...	Brit. str.	—	W. R. Hickey...	P. & O. S. N. Co.	About 10th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	DEVANHA...	Brit. str.	—	R. F. Thomson...	DAVID SASSON & Co., LTD.	On 11th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	ABRATON APOR...	Brit. str.	—	Arthur Nielson & Co.	ARTHUR NIELSON & Co.	About 20th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	PEKING...	Brit. str.	—	Sander, Wilber & Co.	SANDER, WILBER & Co.	On 28th inst., at 7 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	BOROMIA...	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	SORO MARU...	Jap. str.	—	K. Tashira...	OSAKA SHOSHEN KAISHA	On 9th inst., at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	DAIGO MARU...	Jap. str.	—	Y. Yamamoto...	OSAKA SHOSHEN KAISHA	On 5th inst., at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	KAIGO MARU...	Jap. str.	—	Y. Somakawa...	OSAKA SHOSHEN KAISHA	To-morrow, at 11 A.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	SAITAN...	Brit. str.	—	J. S. Rosch...	DOUGLAS, LAPEIRE & Co.	On 5th inst., at 10 A.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	HAIRUN...	Brit. str.	—	J. W. Evans...	DOUGLAS, LAPEIRE & Co.	On 8th inst., at 11 A.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	HAIRING...	Brit. str.	—	A. E. Hodgins...	DOUGLAS, LAPEIRE & Co.	On 11th inst., at 11 A.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	HAIRING...	Brit. str.	—	W. C. Farnsworth...	DOUGLAS, LAPEIRE & Co.	On 5th inst., at 2 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Brit. str.	—	F. S. McMurtry...	JARDINE, MATHESON & Co., LD.	On 7th inst., at 4 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	ZAPIRO...	Am. str.	—	Shidder...	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	KALFONG...	Brit. str.	—	Leak...	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	Miller...	SHEWAN, TOMES & Co.	On 17th inst., at 2 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	OSAKA SHOSHEN KAISHA	On 26th inst., at 4 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	NIPPON YUSEN KAISHA	On 5th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	JARDINE, MATHESON & Co., LD.	On 8th inst., at 2 P.M.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	DAVID SASSON & Co., LD.	On 10th inst.	
SHANGHAI, TINGTAU, KOBE & YOKOHAMA	YUENSHAN...	Am. str.	—	—	JARDINE, MATHESON & Co., LD.	On 7th inst., at Noon.	

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
"SHIRE" LINE SERVICE—HOMEWARDS.

MARSEILLES, LONDON & ANTWERP... "DEN OF GLAMIS" ... About 30th April.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VANCOUVER, SEATTLE, TACOMA & PORTLAND "FLINTSHIRE" ... About 5th April.

VICTORIA, VANCOUVER & SEATTLE "HARPAGUS" ... About 10th June.

PORTLAND, TACOMA & SEATTLE "MONMOUTHSHIRE" ... About 27th June.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For Further Particulars, apply to **JARDINE, MATHESON & Co., LTD.**

Hongkong, 25th March, 1913. AGENTS.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR "YUENSHAN" ... Saturday, 6th Apr. 2 P.M.

FOR "KANGSANG" ... Sunday, 7th Apr. D'light.

FOR "HANGANG" ... Monday, 8th Apr. Noon.

FOR "KUMSANG" ... Tuesday, 8th Apr. 2 P.M.

FOR "LOONGSANG" ... Saturday, 12th Apr. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "KUMSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and 30th to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning, thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daire, Weihaiwei, Taicang and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahai, Dava, Simporne, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**

Hongkong 2nd April, 1913. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "UPADA," 5,257 tons gross, Captain A. P. Logan, will be despatched for SINGAPORE, PENANG and RANGOON on the 8th April, at Noon, and will be followed by the S.S. "MUTTRA," 4,644 tons gross, Capt. L. Carey, sailing hence on or about the 12th April, at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**

AGENTS.

Telephone No. 215.

Hongkong, 28th March, 1913.

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CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND.

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong. "EMPEROR OF INDIA" Sat., 5th Apr. "EMPEROR OF JAPAN" Sat., 26th Apr. "EMPEROR OF RUSSIA" Wed., 21st May. "EMPEROR OF INDIA" Sat., 7th June.

FOR LIVERPOOL.

From Quebec. "EMPEROR OF IRELAND" Fri., 2nd May. "ALLAN LINE" Fri., 2nd May. "EMPEROR OF BRITAIN" Fri., 13th June. "ALLAN LINE" Fri., 4th July.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10.

Intermediate Steamship ... £49 ... £51.

"Monteagle" ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

HONGKONG

TO

VICTORIA VANCOUVER B.C.**SEATTLE & TACOMA.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 789, KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

AFRICAN LINES.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 12th April. Connecting with "SALAMIS" 26th April.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

138-39-40

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMERS	Tons	Starting	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws.		SHANGHAI, NAGASAKI.
MANCHURIA	27,000 tons, twin screws.		Kobe (via Inland Sea).
KOREA	18,000 tons, twin screws.		YOKOHAMA and HONOLULU.
SIBERIA	18,000 tons, twin screws.		LULU (the Paradise of the Pacific) through Service via
NILE	11,000 tons.		NEW YORK to Europe.
CHINA	10,200 tons.		
PERFIA	9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$5 to London (return ticket \$90.10s.) and to San Francisco \$36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	From HONGKONG calling at
PERFIA	9,000	TUESDAY, 15th April, at 3 P.M.	SHANGHAI, NAGASAKI.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.	Kobe (via Inland Sea).
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.	YOKOHAMA and HONOLULU.
CHINA	10,200	TUESDAY, 13th May, at 3 P.M.	LULU (the Paradise of the Pacific) through Service via
MANCHURIA	27,000	TUESDAY, 20th May, at 3 P.M.	NEW YORK to Europe.
NILE	11,000	TUESDAY, 27th May, at 3 P.M.	
MONGOLIA	27,000	TUESDAY, 3rd June, at 3 P.M.	
PERFIA	9,000	TUESDAY, 10th June, at 1 P.M.	

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
15th Apr. ... PERFIA	17th Apr.	13th Apr. ... PERFIA	7th Apr.
13th May ... CHINA	15th May.	3rd May ... KOREA	15th Apr.
3rd June ... NILE	5th June.	11th May ... CHINA	5th May.
29th July ... CHINA	31st July.	11th May ... MANCHURIA	13th May.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO & PENINSULAR & ORIENTAL WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 3rd APRIL, 1913.
 8 a.m. "HONAN."
 10 p.m. "PATSHAN."
 8 a.m. "HEUNGSHAN."
 10 p.m. "KINGSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI AN," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th APRIL, 1913.

The Company's Steamship
 "SUI AN"
 Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
 N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
 This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDOCHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "FAIRAM," 583 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.**GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.
 SHANGHAI, YOKOHAMA, "PEKING" 6,500 About 20th Apr.
 KOBE and MOJI "PEKING" 6,500 About 20th Apr.

For Freight and Further Particulars, apply to—
ARTHUR NILSSON & CO.,
 VICE BUILDINGS, TOP FLOOR.

SAN FRANCISCO**SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.
 S.S. CHIYO MARU... 22,000 tons.
 S.S. SHINKO MARU... 22,000 tons.

S.S. NIPPON MARU... 11,000 tons (INTERMEDIATE).
 HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
 Through Standard Sleepers.
 Through Tourist Sleepers.
 Dining Cars—Observation Cars.
 Electric Light—Electric Fans, Union Depot.
 New lands, office and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
 When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH.

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
 MONTHLY FAST SERVICE TO TRIESTE (VENICE).
 Via Singapore, Penang, Colombo, Aden, Suez and Port Said.
 S.S. "KOEKBER," 9,900 tons, will leave as above on 13th April at 5 P.M.
 Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.
 FARES: Hongkong-Trieste (Venice), £50 1st, £26 2nd, £19 3rd Class.
 MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
 S.S. "AUSTRIA," 14,000 tons, will leave as above about 9th April.
 These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
 Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.10, II £25.10.
 Via Venice, Milan, St. Gothard, Lucerne, Basle, Lausanne, Paris, Calais or Boulogne, Class I £28.10, II £25.10.
 Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.10, II £25.10.
 Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.
 TO SHANGHAI.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 P.M.
 FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
 TO KOBE via SHANGHAI, YOKOHAMA.
 S.S. "PERFIA," 12,500 tons, will leave as above about 5th May.
 Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
 Hongkong, 3rd April, 1913. Prince's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
ASSAYE	April 12	MONGOLIA	May 10	May 16
DEVANHA	April 26	MACEDONIA	May 24	May 30
CHINA	May 10	MAIWA	June 7	June 13
DELTA	May 24	MOOLITAN	June 21	June 27
ASSAYE	June 7	MOREA	July 5	July 11
ARADIA	June 21	MARMORA	July 19	July 25
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON.
 1st SALOON £71.10 SINGLE £106.14 RETURN.
 2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
 CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NYANZA	April 16	May 18	May 23
NORE	April 30	June 3	June 8
NILE	May 14	June 17	June 22
PALAWAN	May 28	July 2	July 7
SUMATRA	June 11	July 16	July 21
NUBIA	June 25	July 31	Aug. 5
SUNDA	July 9	Aug. 14	Aug. 19

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON.
 1st SALOON £55.0 SINGLE £82.10 RETURN.
 2nd " £33.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
 For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope.	16,000	WEDNESDAY, 9th April, at Daylight
	IYO MARU Capt. Hirase.	12,500	WEDNESDAY, 23rd April, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SADO MARU Capt. K. Asakawa.	12,500	TUESDAY, 8th April, at Noon
	YOKOHAMA MARU Capt. N. Noda.	12,500	TUESDAY, 22nd April, at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine.	7,000	WEDNESDAY, 9th April, at Noon
	INABA MARU Capt. M. Winkler.	12,500	WEDNESDAY, 7th May, at Noon
CALCUTTA via SINGAPORE, PENANG & BANGCOON	OBYLON MARU Capt. Tozawa.	12,000	SATURDAY, 5th April
BOMBAY via SINGAPORE and COLOMBO	RANGOON MARU Capt. Kamoshita.	12,000	MONDAY, 14th April
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara.	13,500	THURSDAY, 10th April, at 11 a.m.
KOBE and YOKOHAMA	JINSEN MARU Capt. Machida.	6,000	THURSDAY, 24th April
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi.	9,600	WEDNESDAY, 9th April, at Noon
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. Richards.	12,500	WEDNESDAY, 9th April

Fitted with New System of Wireless Telegraphy

† Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG
KITANO MARU	16,000	9th April
IYO	12,500	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May
KAMO	16,000	4th June

FOR AMERICA.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG
SADO MARU	12,500	8th April
YOKOHAMA	12,500	22nd April
SHIDZUOKA	12,500	20th May
TAMPA	12,500	3rd June
AWA	12,500	17th June

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE	About 4th April.	Freight and Passage.
SHANGHAI	DEVANHA	About 10th April.	Freight and Passage.
LONDON VIA USUAL PORTS	AS-AYE	Noon, 12th April.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, LOMB, PORT SAID and MARSEILLES	NYANZA	About 16th April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 3rd April, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"ANHUI"	On 3rd Apr., 4 P.M.	
SHANGHAI	"CHENAN"	On 5th Apr., 11 P.M.	
SHANGHAI	"HUICHOW"	On 8th Apr., Noon.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 8th Apr., 4 P.M.	
SHANGHAI	"CHINHU"	On 10th Apr., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHU" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

S.S. Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wooming.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to
BUTTERFIELD & SWIRE, AGENTS
Hongkong, 2nd April, 1913. Telephone 36.

HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BOYNE	5th Apr.	
SHANGHAI	LIBERIA	13th Apr.	
SHANGHAI	ALBESIA	17th Apr.	
SHANGHAI	SEGOVIA	8th May.	
SHANGHAI	FURST BUELOW	19th May.	
SHANGHAI	BIRKENFELS	24th May.	
SHANGHAI	SAXONIA	24th May.	
SHANGHAI	PREUSSEN	24th June.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st April, 1913.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW, AMOY AND FOCHOW	HAITAN	FRIDAY, 4th April, at 10 A.M.	
SWATOW, AMOY AND FOCHOW	HAITAN	TUESDAY, 8th April, at 11 A.M.	
SWATOW, AMOY AND FOCHOW	HAICHING	FRIDAY, 11th April, at 11 A.M.	

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 6th April, at 10 A.M.
"HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 9th April, at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LARSEN & Co.,
GENERAL MANAGERS.
Hongkong, 3rd April, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
MAIL SERVICE TO AUSTRALIA VIA MANILA.			
SHANGHAI	EASTERN	4th Apr.	On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

FOR	STEAMERS	TO SAIL	REMARKS
CHIYO MARU, SHINYO MARU and TENYO MARU.			Speed 21 KNOTS, Displacement 22,000 TONS.
CHIYO MARU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

PHILIPPINES S.S. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

JAPAN-BOMBAY LINE.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

CHINA & FORMOSA LINE.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU			Speed 18 KNOTS, Displacement 11,000 TONS.

Operating the THREE TRIPLE SCREW TURBINE Steamers

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW"	17,300	Thursday, 3rd Apr., at Noon.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE"	20,300	Wednesday, 16th Apr., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"BUELOW"	16,900	About Thursday, 17th April
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	6,750	Saturday, 19th Apr., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	6,000	About Tuesday, 29th April.
KUDAT and SANDAKAN	"BORNEO"	5,000	End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 3rd April, 1913.

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"ARRATOON APCAR"	4,450 tons	Capt. R. F. Thomson, will be despatched for SHANGHAI and MOJI on 11th April.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"JELUNGA"	5,206 tons	Capt. D. Macfadyen, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 16th April.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"GREGORY APCAR"	4,600 tons	Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th April.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"DILWARA"	5,378 tons	Captain Ramage, will be despatched as above on 18th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 29th March, 1913.

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"AMAZONE"	4,450 tons	Capt. Girard, will be despatched for SHANGHAI and MOJI on 11th April.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"ATLANTIQUE"	4,450 tons	Capt. Lida, will be despatched for SHANGHAI and MOJI on 11th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.
Hongkong, 29th March, 1913.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"AMAZONE"	4,450 tons	Capt. Girard, will be despatched for SHANGHAI and MOJI on 11th April.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU	"ATLANTIQUE"	4,450 tons	Capt. Lida, will be despatched for SHANGHAI and MOJI on 11th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.
Hongkong, 29th March, 1913.

HONGKONG TIDE TABLE. From 3rd to 9th April, 1913.

Days of Week	Days of Month	H'long. Mean Time	Height	H'long. Mean Time	Height
Thurs	3	h 8 56	4 8	h 1 53	1 6
Fri	4	h 7 50	6 3	h 1 38	3 5
Sat	5	h 6 51	6 3	h 2 23	1 6
Sun	6	h 5 57	5 7	h 3 20	2 6
Mon	7	h 4 59	6 0	h 4 18	2 1
Tue	8	h 3 58	6 3	h 5 10	2 4
Wed	9	h 2 48	6 5	h 6 43	1 6
		h 1 32	6 0	h 7 52	1 5

